

Fuel oil non-availability report

NOTE: Send this report via email to: marine-eca@epa.gov

Name of Vessel:	ATLANTIC EAGLE	Flag:	HONG KONG	IMO Number:	9332183
(if other relevant registration # enter here) :Official Number					
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available):					
Vessel departed Puerto La Cruz, Venezuela for various possible loading ports including Lake Charles and Baytown, TX. Ultimately we fixed to load a cargo in Lake Charles.					
Port of Origin:	Puerto La Cruz	Date:	Jan 6, 2015		
Port of Destination:	San Pedro De Macoris, Dominican Republic	First US port of Arrival:	Lake Charles		
Date vessel first received notice that it would be transiting in the N. American ECA:					Jan 6, 2015
Vessel's location at the time of notice:		Puerto La Cruz			
Date/Time ship operator expects to enter N American ECA:			12-Jan-15 0001hrs (approx)		
Date/Time ship operator expects to exit N American ECA:			15-Jan-15 1800hrs (approx)		
Projected days ship's main propulsion engines will be in operation within N American ECA:					3.75
Sulfur content of fuel oil in use when entering and operating in the N American ECA:					0.0452 % LSGO Then 3.43% HSFO
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
We have stemmed a delivery of compliant LSGO for the vessel which is to be delivered via ship to ship operation at Offshore Sabine. We could not take this delivery prior to calling Lake Charles because the bunker vessel had a couple of other vessels ahead of us to make deliveries to, and this was all delayed due to weather and fog in the area. Therefore due to these days, we will have to proceed to Lake Charles in order to load the cargo within our contractual loading window of January 12-13 and then proceed back to Offshore Sabine after loading to replenish bunkers. We checked to see if we could receive bunkers in Lake Charles, but it was not possible prior to berthing since we were due to berth on arrival...and the anchorage for bunkers is "first come, first served", in addition there is a 24 hour notice required before the bunkers could be delivered at the anchorage, assuming it was available to our vessel – this was not possible since the bunker delay at offshore Sabine took place less than 24 hours prior to our arrival in port. We could not bunker after loading at anchor in Lake Charles due to the fact that our vessel's draft would exceed the allowable draft at the anchorage.					

Name of suppliers contacted:	Address:	Date of contact:
BP North America Petroleum	30 S. Wacker Drive Suite 900 Chicago, Illinois 60606	9 Jan 2015

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In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		N/A
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability): N/A		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:
<p>We planned to lift compliant fuel at Offshore Sabine lightering area before calling Lake Charles, but due to weather/fog delays, the bunker vessel was delayed in delivering to a couple of vessels in line before us. Delivery originally planned for Jan 12 or 13, but now delayed until 14th at least. Loading window under our contract is Jan 12/13, so we need to proceed to load our cargo within our agreed window and then lift the LSMGO at Offshore Sabine afterwards. We had originally arrived at the bunkering location with just enough compliant gasoil onboard, but due to the delays, vessel had to switch over to fuel oil with a higher sulphur content on arrival at Lake Charles.</p>
If compliant fuel oil is(was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:

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List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
Houston	Dec 4-22, 2014	Yes, then it ran out and we filed a waiver	Report	Date	Port	Type of Fuel	Comments
Corpus Christi	Apr 15-16, 2014	Yes	1)	5/15/13	New York	1.94%-2.33% Fuel Oil	We arrived from Europe with non compliant fuel oil and supplied compliant fuel oil at first port of call (New York)
Westwego	Apr 10-13, 2014	Yes	2)	6/20/13	New Haven, CT	0.95%-3.14%	Vessel ran out of compliant fuel at sea on way to New Haven, there was none available at Prior Port
St James	Apr 5-9, 2014	Yes	3)	11/21/13	Corpus Christi, TX	0.98%-2.9%	Vessel was in Mexico when it learned it would be calling USA. No LSFO available and vessel ran out on transit to Corpus Christi
			4)	12/27/13	Jacksonville, FL	0.96%-2.79%	Vessel originally began voyage with sufficient LSFO to perform voyage, but extensive delays at load port caused supply to run low and none was available at load port.
			5)	1/13/14	Houston, TX	2.68%	Vessel received LSFO in prior port, but testing revealed it was off-spec and couldn't be used.
			6)	6/3/14	Charleston, SC	2.237%	Vessel originated in Bonny, Nigeria where no LSFO is available.
			7)	9/24/14	Pearl Harbor	3.360%	Vessel arrived with sufficient LSFO for voyage, but unexpected delays and port

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							movements caused vessel to run out
			8)	9/24/14	Lake Charles	.093% then 2.4%	We stemmed bunkers after loading at offshore Sabine, but due to delay in arrival of bunker vessel, our vessel ran out of compliant fuel oil.
			9)	12/10/14	Houston, TX	.979% - 3.43%	Arrived with compliant fuel onboard, due to unforeseen berthing delays of 2 weeks, vessel ran out of compliant fuel. Had to wait to replenish once at the berth, so needed to switch to HSFO for the remainder of time waiting at anchor.
Ship Master Name:			Amar Nath Singh		Ship Operator Name:		Matthew Maciejewski
Legal Agent in the U.S.:			Seaport Hub Agencies, Inc.		Ship Owner Name:		ST Shipping and Transport Pte Ltd
Name of designated Corporate Official:							
Address (Street, City, Country, Postal Code):			301 Tresser Blvd Stamford, CT 06901			Tel. Num.: 203 328 4900	

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature 	Print Name Matthew Maciejewski	Date Jan 13, 2015
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